

**TRAFFIC & TRANSPORTATION COMMITTEE**  
**June 1, 2006 MINUTES**

The regular meeting of the Burbank Traffic & Transportation Committee was held in the City Council Chambers, 275 East Olive Avenue, on the above date. Michael Flad, Committee Chair, called the meeting to order at 1:35 p.m.

**Members Present:** Michael Flad, Chair  
Sam Asheghian  
Gary Bric  
Lt. Ron Caruso  
Donald Farquhar  
David Kriske

Brian Malone  
Michael Napolitano  
Rene Salas  
Joseph Spaulding  
Joe Terranova, Vice Chair

**Members Absent:** Hank Jannace

**Staff Present:** Rabie Rahmani – Traffic Engineer, Public Works  
Bonnie Teaford – Public Works Director  
Karen McMurray – Administrative Analyst, Public Works  
Jacqui Batayneh – Recording Secretary, Public Works

**I. FLAG SALUTE**

**II. APPROVAL OF MINUTES**

It was moved and seconded to approve the minutes from the May 11, 2006 meeting.

Mr. Malone requested that a draft of the future minutes be posted on the City website and given to City Council and the Traffic and Transportation Committee members within ten days of the meeting's adjournment; with the agenda and staff reports to follow no later than 72 hours prior to the following meeting. Mr. Flad requested that all draft copies of the minutes be stamped "DRAFT" prior to the committee's approval.

Mr. Malone informed the committee that the Valet Parking Program listed on the May 16, 2006 Council Agenda Minutes, Item 4, states that the "The Traffic and Transportation Committee has also reviewed and approved the proposed ordinance."

**A motion was made and seconded to note that the proposed Valet Ordinance was not reviewed or approved by the Traffic and Transportation Committee. All in favor.**

**III. ORAL COMMUNICATIONS:** (Limited to items on the printed agenda or items regarding the business of the Traffic & Transportation Committee)

A. Public - None

B. Committee Members/Staff

Mr. Flad introduced Michael Napolitano as the newest Council appointee to the Traffic and Transportation Committee.

Mr. Bric requested a discussion of the Traffic and Transportation Committee's composition. The committee has been comprised of eight members appointed by City Council, and five members appointed as follows: one representative each from the City Manager's Office, Public Works

Department, Police Department, Community Development Department and the Burbank Unified School District. There are currently twelve members on the committee, with one vacancy presently available for Council appointment. Mr. Flad informed the committee that he will notify Council with the committee's recommendation not to expand the current number of members.

**A motion was made by Gary Bric and seconded by Brian Malone that the number of Traffic and Transportation committee members not be expanded beyond the current thirteen members. All in favor.**

### **III. REPORTS**

#### **A. Draft Mobility Element of the General Plan and Associated Environment Impact Report – David Kriske**

Mr. Kriske informed the committee that he will present an overview of the draft of the General Plan Mobility Element with the proposed goals, policies, street classifications and transportation improvements. The final draft is scheduled to go to a City Council public hearing in August, 2006. Mr. Kriske informed the committee that the proposed General Plan Mobility Element will replace the 1964 Circulation Element. The proposed document replaces the transportation-related portions of the 1991 Media District Specific Plan and the 1997 Burbank Center Plan that were adopted into the General Plan. The Mobility Element Bicycle Master Plan updates and replaces the Bicycle Master Plan adopted in 2003. Mr. Kriske informed the committee that the Community Development Department began working with the City Council in 2003 to create a set of land use development forecasts to be used in creating transportation systems and policies to address the City's future mobility needs.

Mr. Kriske informed the committee that the Mobility Element is a twenty year plan created to meet traffic needs focusing on vehicle mobility, transit systems, bicycles, bicycle facilities, pedestrians and sidewalk preservation, transportation demand management, neighborhood protection, and parking. The vision for Burbank's transportation system is a network that relies on alternative transportation modes as well as some street and roadway improvements to meet the City's mobility needs, and this approach represents a "paradigm shift" in the way the City will meet its transportation needs over the next 20 years. Mr. Kriske informed the committee that the 2003 Bicycle Master Plan is going forward and will merge into the Mobility plan with bicycle improvements, to improve bicycle commuting as well as provide bicycle amenities that make for better urban life in the City. Mr. Kriske informed the committee that the Pedestrian Plan, which addresses a transportation mode of travel that has typically been under served in the past, will now increase walk-ability in downtown, the media district, and in neighborhood centers with adequately maintained sidewalks.

Mr. Kriske explained that a new system of controlling development is based upon trip generation and is being proposed as part of the Mobility Element. The proposed Trip-based Intensity Measurement Standard (TIMS) will be implemented via the zoning code and restrict new by-right development to the levels forecasted as part of the General Plan update process. TIMS will establish a new development control that limits new development based upon the number of PM peak hour trips it generates. This development control will consist of a list of trip rations, reflected as a number of PM peak hour trips per 1,000 square feet of land area, for each land use designation (exception for some land uses, i.e., airport) in the Land Use Element. A "Trip Reserve" of additional PM peak hour trips will be established for each of the four primary commercial areas of the City (Downtown/South San Fernando Area, Media District, Golden State Area, Neighborhood Centers and Boulevard Commercial Areas). Through a discretionary

process, property owners may apply to use these additional trips if projects can meet certain established findings relating to compatibility with the transportation network.

Mr. Kriske informed the committee that the Mobility Element Street Plan calls for development and implementation of a set of reduced-intensity improvements that will ameliorate future traffic conditions without drastically altering the fabric of existing neighborhoods and land uses. The Maximum Acceptable Mitigations (MAMs) improvements incorporate as many of the following objectives as possible: avoid additional through lanes on arterial streets including Hollywood Way and Buena Vista Street, minimize overall street width, minimize impacts to on-street parking, maximize sidewalk and parkway widths, and provide a cost-effective improvement.

Mr. Kriske explained that the Infrastructure Blueprint is a 20-year roadmap of future street and transit improvements that will be needed by the year 2025 to address increased traffic development caused by forecasted new development. Improvements in this plan have been identified through modeling of forecasted development, along with consideration given to regional growth. The result is a list of improvements to 35 major intersections within the City, along with other roadway widening, bicycle system improvements, and transit enhancements. Mr. Kriske reported that the local funding component for these improvements will be provided via a Transportation Impact Fee levied on new development, authorized via the performance of a nexus study in accordance with State Law pertaining to impact fees.

Mr. Kriske informed the committee that the Draft Environmental Impact Report, which is scheduled to close on June 9, 2006, is required to update the General Plan, and staff is accepting comments and questions from the public and others. Mr. Kriske informed the committee that TIMS community meetings, a TIMS study session with City Council, a public hearing with the Planning Board and a public hearing with the City Council are all scheduled to target outreach to the public and developers, and to further refine the draft documents.

Mr. Malone asked if pedestrian walk-ability on Empire Avenue and Buena Vista Street will be cohesive with the people who visit the establishments located at the intersection. Mr. Kriske explained that the proposed intersection design includes constraining improvements on arterial streets to 100-foot rights-of-way, constraining curb-to-curb widths of traveled ways to 80-feet, improving intersections to include a maximum cross section of two left-turn lanes, two through lanes, and one exclusive right-turn lane, and providing a minimum parkway/sidewalk dimension of 10 feet. To accomplish this street and parkway dimension within 100-foot right-of-way, intersections will be designed to include a two-foot lane offset across the intersection, 10-foot left turn and through lanes, 12-foot shared through and right turn lanes adjacent to the curb, and implementation of 11-foot exclusive right turn lanes where accommodations for a wider corner radius can be made. In most locations these improvements can be accommodated within existing rights-of-way or will require securing of sidewalk easements over existing private sidewalks, but that existing buildings will not be affected. In some areas, additional right-of-way will be required to achieve adequate sidewalk widths, and these additional dedications would be required at the time of property turnover. Mr. Kriske identified Empire Avenue and Buena Vista Street as a special intersection which may require reserving additional right-of-way to construct needed improvements. He explained that this improvement, carried over from earlier transportation planning efforts, is a special case where additional right of way will be needed in order to construct the necessary street improvements. Mr. Bric requested a clearer definition of collector streets. Mr. Kriske explained that collector streets are designed to collect traffic from local neighborhoods to arterial streets. Collectors are streets that provide access and traffic circulation within residential and nonresidential areas. Collectors are generally two to four-lane roadways and usually accommodate on-street parking.

Mr. Bric asked if the Bicycle Plan will expand the Class III bike routes. Mr. Kriske informed the committee that Burbank currently has an expanding bikeway system, including Class I, Class II, Class III, and Class III Enhanced facilities. The Bicycle Master Plan proposes a project to extend the Chandler Bikeway east from its current terminus at Mariposa Street to the Downtown Burbank Metrolink Station, with a long range plan to extend the path into the City of Glendale. Mr. Kriske informed the committee that the City of Los Angeles has also planned to connect to the Burbank portion of the bikeway extending it north to Sylmar. Mr. Napolitano asked what the projection for the amount of bicycle usage is. Mr. Kriske replied that the MTA estimates future bicycle travel to be five percent of the entire transportation system, and the Bicycle Plan uses this as its overall 20-year goal. Mr. Kriske reported that education will convey public awareness and encourage a behavior trend toward bicycle usage.

Mr. Kriske informed the committee that the City's local transit services include BurbankBus, the fixed-route transit buses for seniors, and the BurbankBus Got Wheels youth transportation. Mr. Flad asked if the circulator system was contained in the draft Mobility Element. Mr. Kriske replied that the Planning Division will add it to the draft. In addition to BurbankBus, the MTA operates a number of bus routes that serve local destinations within Burbank.

Mr. Terranova informed the committee that there is insufficient parking in commercial strip locations. Mr. Kriske informed the committee that the draft Mobility Plan states that parking will be looked at more specifically in the City to solve parking issues. Mr. Terranova replied that Magnolia Park has had parking problems since 1962. Mr. Flad asked if formal parking studies have been done in the Magnolia Park area. Mr. Kriske replied that he believes that Mr. Forbes is heading up a parking study for the Magnolia Park area. Mr. Terranova requested bringing Magnolia Park parking back as a future agenda item. A request was also made to update page 67 of the draft Mobility Plan; Burbank Traffic and Transportation Committee member composition.

#### **IV. OTHER BUSINESS –**

Mr. Terranova asked about the Recreational Vehicle Prohibition proposal. Mr. Flad replied that Mr. Johnson is working on scheduling a public meeting to discuss the proposed ordinance. Mr. Flad recommended bringing this item back after the July 13, 2006 meeting.

#### **V. FUTURE AGENDA ITEMS:**

- Certificate of Convenience and Necessity for Enova Medical Response to provide ambulance services in Burbank.
- Certificate of Convenience and Necessity for Prime-Medical Transportation, Inc. to provide ambulance services in Burbank.
- Parking Restrictions on Freeway Overpasses
- San Fernando Blvd./ Magnolia Blvd. Traffic Congestion

#### **VI. ADJOURNMENT**

There being no further business to discuss, the meeting was adjourned at 3:35 p.m. The next regularly scheduled meeting will be held on Thursday, July 13, 2006.

Respectfully submitted,

Ken Johnson, Traffic Engineer

KJ:jb